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FAA IMPLEMENTING GENERAL AVIATION RESERVATION SYSTEM NEXT WEEK

Federal Aviation Administration, which launched a short-term plan last week in an effort to reduce general aviation flights, will implement a reservation system for general aviation IFR flights this week as a long-term solution to the problem of increasing traffic levels. FAA Administrator J. Lynn Helms also announced, and then discarded within hours, another plan that would have banned all GA IFR flights from some airspace during certain hours of the day.

The plan implemented last Wednesday (Oct. 7) is based on new flow control procedures for GA IFR operations in the New York, Chicago and Cleveland centers. Flow controllers in those centers are establishing hourly quotas for GA IFR departures between 7 a.m. and 9 p.m. local time "that reflect approximately the same level of downward adjustment from pre-strike levels as those applied to airline operations." GA pilots conducting IFR flights will file flight plans in the normal manner and receive their departure delays when they request takeoff clearance. In addition, FAA said it may impose some delays on GA VFR flights through terminal control areas around major airports in the three affected centers and urged pilots to avoid those TCAs of possible.

GAR Plan Will Use FSS Facilities

The General Aviation Reservation or GAR plan being implemented next Monday (Oct. 19) will introduce a completely new system of filing flight plans and providing clearances. Persons desiring to make a GA IFR flight between 6 a.m. and 10 p.m. local time will file flight plans *with* and obtain a departure or en route/pick-up reservation *from* an FAA flight service station at least one hour – but not more than 16 hours – before the proposed departure/IFR en route pick-up time. That system will apply if any segment of the flight will enter airspace controlled by an Air Route Traffic Control Center in the contiguous U.S.

Each of the 20 ARTCCS will establish quotas for the FSS facilities under their control. To ensure an equitable allocation of slots, FAA said the quotas will be based on departure data for fiscal 1980. FSS specialists will approve or disapprove reservation requests on a first-come, first-served basis and take only one reservation request per call. Reservations will be valid for a 30-minute period after the proposed departure/IFR en route pick-up time. If the pilot has not requested clearance or amended the proposed departure/pick-up time prior to the end of that 30-minute period, the reservation will expire. If the reservation expires, a pilot will have to obtain a new reservation through the FSS.

Will The GAR Plan Work?

General aviation interests acknowledge the need to reduce flight activity to reduce delays in the system and permit FAA to cut the work week for controllers to 40 hours. However, they are concerned that the complexity of the GAR system may not alleviate the problems and in some cases may make them worse. One trade association representative who has received FAA briefings on the GAR plan worried that "it may collapse under its own weight." Another trade association official said he had expressed "serious concern about logistics, administration, communication, etc." He said FAA is compressing what would normally require six to 12 months of planning into two weeks.

Despite their misgivings, industry groups were preparing to go along with the GAR plan and were trying

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — SEPTEMBER UNIT SHIPMENTS

Manufacturer		Sept. 81	Cal. Year	Fisc./ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	8	47	59
BE-A24R	Sierra	3	21	32
BE-F33A	Bonanza	2	34	41
BE-V35B	Bonanza	2	19	28
BE-A36	Bonanza	14	129	168
BE-A36TC	Bonanza	9	86	119
BE-77	Skipper	6	75	110
• Multi-Engine				
BE-B55	Baron	0	47	60
BE-E55	Baron	0	11	12
BE-58	Baron	11	76	102
BE-58P	Baron	8	53	73
BE-58TC	Baron	0	9	13
BE-B60	Duke	0	19	25
BE-76	Duchess	3	40	54
BE-C90	King Air	5	49	66
BE-E90	King Air	0	3	7
BE-F90	King Air	8	51	73
BE-B100	King Air	1	15	21
BE-200T	King Air	1	1	1
BE-200	Super King Air	17	144	193
BE-200	Super King Air C	3	33	36
BE-C99	Commuter	1	2	2
Total		102	964	1,295
	Manufacturer's Net Billing - $54,470,215 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700		3	24	35
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	6	23	35
Mark III	Trislander	1	2	4
Total		7	25	39
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		59	503	721
CE-A152	Aerobat	9	29	40
CE-172RG	Cutlass	51	226	338
CE-R172	Hawk XP	0	37	77
CE-172	Skyhawk	187	764	1,037
CE-180	Skywagon	5	23	33
CE-182	Skylane	13	175	293
CE-182	Turbo Skylane	2	35	49
CE-188RG	Skylane	7	70	113
CE-182RG	Turbo Skylane	5	59	119
CE0185	Skywagon	15	127	175
CE-188	AGhusky	11	60	89
CE-188	AGtruck	1	42	51
CE-188	AGwagon	1	8	10
CE-U206	Stationair 6	15	167	223
CE-TU206	Stationair 6	16	192	252
CE-208	Stationair 8	1	34	42
CE-TU208	Stationair 8	1	14	23
CE210	Centurion	12	82	117
CE-T210	Centurion	19	200	284
CE-TP210	Centurion	9	82	123
• Multi-Engine				
CE-310		0	11	32
CE-T310		0	13	30
CE-335		0	16	24
CE-340		10	65	87
CE-402		10	100	134
CE-404	Titan	3	37	71
CE-414	Chancellor	5	62	88
CE-421	Golden Eagle	11	82	113
CE-425	Corsair	9	71	78
CE-441	Conquest	6	42	57
CE-500	Citation I	5	49	59
CE-550	Citation II	9	97	123
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		8	67	76
CE-FA152	Aerobat	0	3	8
CE-F172	Skyhawk	13	79	101
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	11	20
CE-F182	Reims Skylane RG	1	15	16
Total		529	3,754	5,331
	Manufacturer's Net Billing - $78,254,248 (Foreign breakout not available.)			

Manufacturer		Sept. 81	Cal. Year	Fisc./ Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	12	20
AD-My.20	Falcon	2	19	25
AD-My.50	Falcon	4	34	42
Total		8	65	87
EMBRAER				
• Single-Engine				
EMB-200		0	10	10
EMB-201	Ipanema	0	4	16
EMB-710	Carioca (PA-28-235) Dakota	0	5	7
EMB-711	Corsico (PA-28RT-201) Arrow	1	32	59
EMB-712	Tupi (PA-28-181) Archer II	0	8	24
EMB-720	Minuano (PA-32-310) Saratoga	0	10	24
EMB-721	Sertanejo (PA-32R-301) Saratoga	0	9	22
• Multi-Engine				
EMB-110		5	35	51
EMB-121	Xingu	2	11	17
EMB-810	Seneca II	3	27	41
EMB-820	Chieftain	1	4	4
Total		11	155	275
ENSTROM				
• Helicopter				
F28F		1	18	18
F-28C-II		0	5	12
280C		0	10	15
280F		0	6	6
Total		1	39	51
	Manufacturer's Net Billing - $107,126 (Domestic delivery.)			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		1	1	19
Metro IIA		1	16	16
Metro III		2	9	9
Merlin III-C		3	11	11
Merlin III-B		0	7	18
Merlin IV-C		0	5	5
Total		7	49	78
	Manufacturer's Net Billing - $10,452,000 (Foreign breakout: 1 Metro III each to Belgium and Switzerland.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		1	18	29
LR-29		0	1	1
LR-35A		8	65	91
LR-36A		3	4	5
LR-55		1	6	6
Total		13	94	132
	Manufacturer's Net Billing - $41,564,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	53
AA-5/B	Tiger	2	87	122
GR-164	Agcat	0	40	51
• Multi-Engine				
G-47	Cougar	0	1	1
GR-1159A	Gulfstream III	2	17	26
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	5	37	38
AE-980		3	31	46
AE-1000		2	4	4
Total		14	251	341
	Manufacturer's Net Billing - $26,272,480 (Foreign breakout: 1 Model 840 and 980 each; destinations are not available.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	28	38
	(As of August deliveries.)			

Manufacturer		Sept. 81	Cal. Year	Fisc./ Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	43	59
	Manufacturer's Net Billing - $252,834 (Domestic delivery.)			
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	3	4
M-5-210C	Lunar Rocket	0	1	1
M-5-210TC	Star Rocket	1	2	4
M-5-235C	Lunar Rocket	0	19	26
M-6-235		3	12	12
Total		5	37	57
	Manufacturer's Net Billing - $207,806 (Domestic deliveries.)			
MITSUBISHI				
• Multi-Engine				
MU-2L		0	0	1
Solitaire		2	10	11
Marquise		4	21	30
Total		6	31	42
	(Foreign breakout: 1 Marquise to Switzerland.)			
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	17	139	174
M-20K	231	16	123	162
Total		33	262	336
	(Foreign breakout: 1 Model 201 each to Chili, Paraguay and Australia; 1 Model 231 to South Africa.)			
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	16	66	79
PA-23-235	Pawnee	14	23	29
PA-25-260	Pawnee	0	1	1
PA-28-161	Warrior	26	233	296
PA-28-181	Archer II	27	214	288
PA-28RT-201	Arrow IV	3	36	63
PA-28RT-201T	Arrow IV	10	141	191
PA-28-236	Dakota	8	63	94
PA-32-301	Saratoga	2	68	98
PA-32-301T	Turbo Saratoga	3	27	33
PA-32R-301	Saratoga SP	5	94	128
PA-32R-301T	Turbo Saratoga SP	8	88	113
PA-36-300	Pawnee Brave	17	24	28
PA-36-375	Pawnee Brave	8	34	40
PA-38-112	Tomahawk	14	195	226
• Multi-Engine				
PA-23-250	Aztec	2	17	32
PA-31-310	Navajo	2	24	29
PA-31-325	Navajo C/R	4	28	35
PA-31-350	Chieftain	12	123	168
PA-31T-501TI	Cheyenne I	2	36	54
PA-31T-620	Cheyenne II	1	37	54
PA-31T2-620	Cheyenne II XL	7	25	25
PA-42-720	Cheyenne III	5	38	45
PA-34-200T	Seneca II	0	16	88
PA-34-220T	Seneca III	27	264	264
PA-44-180	Seminole	0	7	9
PA-44-180T	Seminole	0	25	35
PA-600A	Aerostar	0	14	24
PA-601B	Aerostar	0	2	3
PA-601P	Aerostar	0	9	24
PA-602P	Aerostar	5	54	54
Total		228	2,026	2,650
	Manufacturer's Net Billing - $32,889,900 (Foreign breakout not available.)			
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	4	38	47
	Manufacturer's Net Billing - $8,000,000 (Domestic deliveries.)			
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		1	11	16
Total		1	12	17
SINGLE-ENGINE TOTAL		709	5,344	7,403
MULTI-ENGINE TOTAL		261	2,419	3,275
HELICOPTER TOTAL		1	39	51
GRAND TOTAL		971	7,802	10,729

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	September			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1981	1980	1979
Beech	102	138	130	964	1,063	1,159	1,295	1,412	1,540
Bellanca	-	3	35	-	97	352	-	185	442
British Aerospace	3	3	1	24	27	18	35	36	30
Britten-Norman	7	2	1	25	25	33	39	42	50
Cessna	529	527	719	3,754	4,828	6,269	5,331	6,939	8,230
Dassault	8	0	6	65	38	35	87	49	45
Embraer	11(7)	40(7)	49(10)	155(60)	276(62)	229(45)	275(94)	459(104)	324(63)
Enstrom	1	5	3	39	36	44	51	36	73
Fairchild	7	9	6	49	63	48	78	85	63
Gates	13	10	7	94	82	74	132	115	105
Gulfstream	14	4	12	251	96	354	341	147	652
Israel	*	3	3	28	25	23	38	29	26
Lake	3	6	9	43	63	68	59	91	91
Lockheed	-	0	1	-	4	7	-	5	9
Maule	5	4	5	37	50	54	57	63	67
Mitsubishi	6	9	8	31	44	45	42	63	62
Mooney	33	29	37	262	258	336	336	361	392
Piper	228	277	440	2,026	2,330	4,351	2,650	3,232	5,773
Rockwell	4	20	18	38	116	122	47	158	158
Short	1	0	0	12	25	18	17	26	21
Total	971	1,056	1,451	7,802	9,332	13,455	10,729	13,178	17,892

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
/Fiscal Year: Oct. 1 through Sept. 30.